soon, the woodthrush is heard, riping tender and plaintive symphonics which coho in the shadowy leaf srehed alcoves. A homeward walk, until one reaches

the exit, can easily be dreamed away. The newer part of the park at the north-west corner is rapidly improving. The grand drive on the west side has been completed, making the whole circuit now in se a distance of five miles. Near the temporary bridg which crosses an arm of the lake at the foot of Erecre Hill, is the projected site of the terrace, near which will be the Refectory, a sort of hotel for refreshments, but of a more public character than the Farmhouse. On the east side of the park an excavation of blue clay is making for paying the bottoms of the lakes.

THE BLOOMING-GROVE PARK ASSOCIATION. The marked decrease of late years in the variety and quantity of game has led a number of sportsmen of this vicinity to organize the Blooming-Grove Park Association. The rapid progress of the country railroads, and increase of population, have con-verted the haunts of the larger species of wild game verted the madates; and thus those fond of the pleasure into thriving farms; and thus those fond of the pleasure and excitement of the chase are compelled to forego it, unless they have the time and the means to travel to the far West. This the new organization proposes to remedy and to provide extensive hunting grounds, well stocked with game, within four or five hours' ride of the City of New-York. To this end the Association secured in March inst a charter from the Legislature of Pennsylvania, empowering them to purchase lands in Pike Monroe Counties, Penn., and to raise a capital of \$275,000, in 500 shares of \$450 each. The charter also allows the capital to be increased to \$560,000, and, while ting the acquirement of land to 30,000 acres, permits

the Association to lease or hire 20,000 additional acres. The objects of the Association are "the preservation, importation, acclimating, breeding, and propagating all game animals, fur-bearing animals, birds, and fish pted to the climate, and preventing their extinction, and cultivation of forests; the affording of facilities for nting, shooting, fishing on its grounds to its members; establishing of minkeries, otteries, aviaries, etc.; supply-ing the spawn of fish, young fish, game animals, or birds to other associations or individuals; selling of timber and surplus game animals, birds, and fish; providing its members with an agreeable resort, with a good hotel -cettage houses if desired-stables, exercising grounds for horses, and anything necessary or proper for their accommodation; and, in fact, to give a fuller develop-

accommodation; and, in fact, to give a fuller development to field, aquatic, and turf sports.

The Association has already purchased 12,000 acres of land in the townships of Blooming-Grove, Green, and, Portar in Fike County, and have leased 2,000 acres more. The tract of land is ten miles long, with an average breadth of three noiles, and lies about ten miles from Lacks waven on the Eric Railroad. This large park comprises hills, mountains, valleys, and undusting plateaus of irregular shape, inclessing the finest lakes and streams. Its forests include, in its varieties, the oak, the hemleck, the chestnut, beach, sprace, codar, maple, birch, and the pine. The animals now found upon these lauds enbrace the black bear, wildcat, fisher, otter, mink, fox, com, marnot, deer, and several varieties of squirrel and wibbt. The birds include the eagle, hawk, ewi, blackbird, woodcock, blinebird, several varieties of duck, partiridge, mountain-finch, pigeons, unid, the loon, and other migratory birds, finel, the heating and fishing are now excellent, assiy, there are eight beautiful freels water lakes, with caters clear as crystal, teaming with a variety of fish emmen to our lakes, and a few black bass recently laced there. The larger of these lakes is nearly three ides in circumference. In addition to the lakes, the coperty include temps might have been been been by discounted fish. Piscaforial works will be establed for which from which rout and other fish can be bred by Milons, and turned into the brooks and lakes, thus epilg them well stocked.

A very plassing feature of the Association is that it is reality a circumference for the Association is that it reality a circumference are properly indicated to the brooks and

# LABOR IN CALIFORNIA.

THE EMPLOYMENT EXCHANGE-ITS SUCCESSFUL WORKING AND USEFULNESS-CONDITION OF

LABOR IN THE STATE.

At the third annual meeting of the California Labor and Employment Exchange, held in San Francisco on the 6th inst., a report was read by the Secretary, which gives a comprehensive view of the condition of laber and of workingmen in the State. The report is also of interest as showing the successful working of an organization peculiar to itself. During the year ending June 10, 1871, the number of men employed through the Exchange is, according to nationality, as follows: Americans, 313; Austrians, 4; Belgians, 4; Danes, 23; English, 185; French, 27; Germans, 279; Irish, 663; Italians, 8; Netherlanders, 7; Norwegians, 15; Poles, 1; Portuguese, 2; Russians, 5; Scotch, 29; Swedes, 28; Swiss, 13; Span-lsh, 2; various and unknown, 107. Total, 1,715. During the same year the women employed are as follows: American, 334; Telch, 1,618; German, 49; various, 125. Total, 2,145. Total for the three last years, 8,572. The Ze-handelnar, says;

ary, Mr. Zechandelaar, says;

to the present time, during its fibree years' existthe Economic has found employment for 19,570
the Economic has found employment for 19,570
the Stromen-total, 20,412 persons; or for this
grit men and 2,116 women—total, 3,851 persons of
exes. No fee of any kind has ever been charged
to who were thus provided with employment. In
on to this, the mest important branch of its labors,
cohange has answered about 40 letters weekly of
y about the price of labor, and the chances of obgreen downent at the Exchange, as well as queries
imployers who needed help; it has answered many
ons readive to the cost of emigrants' passages to
rula from all perilons of the East and Europe; it
ood as an unpire and harmonizer of conflicting inbetween many country employers and the labor-

the depressed state of the labor market, not the policy and luminess of the Exchange to endeavor to harmenize the conflicting interests, and to have both porties anicately discuss and heal their differences rather than to induige in mutual recrimination and eventual \*\*Superation\*\*

Dull as times have been, and reduced also as the depand has been, the orders for laborers and mechanics last year were frequently ahead of the supply. We now hear, as we have heard for years, complaints of scarcity of work and the poor payment given to laborers. These complaints, however, cannot be reconciled with the statistics of our savings banks, which, according to their nat reports, had deports amounting to about \$80,000,000. Seither can they be reconciled with the real estate Assessor's books, which show that the majority of our city aborers own their own homesteads. Nor can it be rishned that either the deposits in our savings banks or the homesteads have been acquired at the expense of the want of proper comforts in the shape of food, clothing, or furniture in the workingman's home. In all these respects he is vastly better off here than his brethren of New York or New-England, where not only laborers but frequently the best of mechanics are crowded into tenement dens, in which health and decency, much less home conforts, cannot be enjoyed or observed. Far be it from me to claim that California is the lacerer' paradise; out his I can justly chaim, that its superior-for those who are reasonable in their expectations and industrious in their habis—it will be difficult to find.

The Fernale Department of the Labor Exchange is progressing satisfactority, and the complaint which has before been made, viz.—the objection of femiles to neceptifications is the country—was frequently made has year. Relative to this, it im up be stated that letters have been received at the Exchange from Germany, which shows that there is a strong desire on the part of many working femiles to neceptifications for the shows that there is a strong desire on the part of many working femiles in deed the only deawback to the ordinates to relied in the dear the chief, indeed the only deawback to the ordinates.

reclaive to this, it may be stated that letters have been received at the Exchange from Germany, which shows that there is a strong desire on the part of many working females of that country to emigrate to California. The chief, indeed the only drawback to the consummation of the wishes of tuese females, is the high price of passage hither. It is not high, it is true, considering the distance, but yet too high for the humble classes of females of that country. I have lately found that many of our best cities are not only willing but anxious to encourage this immigration, under the direction of and through the Labor Exchanges and I will have the honor, at an early day, of laying before you what seems to be the most feasible and least objectionable plan of accomplishing this very desirable end. The finances of the Exchanges are in a satisfactory condition. The monthly expensions the set of the fiscal year ending June 30, 1871, have averaged \$612.64, against \$664.54 in the second year, and \$731.30 in the first year.

### THE COURTS.

A FIELD DAY IN ERIE.

THE HEATH-GOULD LITIGATION-DAVID DUDLEY FIELD DISCUSSES CONVERTIRLE BONDS, REG-ISTRATION, BILLS IN EQUITY, AND OTHER AMRIGUOUS MATTERS.

In the United States Circuit Court, yesterday, a the case of Heath and Raphael and others agt, the Eric Rallway Company and others, Mr. Field resumed his argument in answer to the motion for an injunction restraining the registration of 30,000 new and alleged spurious shares of Eric stock. In the course of his argu-

ment he spoke substantially as follows: This is a bill of an anomalous character, being neither original nor supplemental. It refers to the allegations of an independent bill, as if they were incorporated in this bill, while its main purpose is to prevent the defendant, Gould, from complying with an order, not yet entered, in a third suit pending in this Court. The grazamen of the bill may be thus concludy stated: The Executive Committee of the Eric Railway Company has issued 30,000 new shares in a manner supposed to be unwarranted by law; but these shares ha been recognized by the Company, and have passed into the hands of bona fide holders, who are not concerned in this suit. These shares have also been registered with the Farmers' Loan and Trust Company; but 30,000 other shares of good stock in the hands of a Receiver have not been registered. They might have been registered had not the old certificates, for which they were submitted, been surrendered, in order to obtain the registration of the 20,000 new shares-Therefore, as the new shares, though spurious, have been registered and made good, the 30,000 good shares in the Receiver's hands should be made bad, and depied the privilege of registry. Such is the logic of the application, and such substantially is the statement of facts on which it is made. It only asks for a declaration that the 30,000 new shares were illegal, and that "while the certificates remained in the hands of Jay Gould, and before the same were sold by him, they were illegal and spurious," and hence it asks for an injunction against a registration. Now, as the bill informs us that these shares have been sold and disposed of, and the certificates have gone into the hands of numerous bona fide purchasers, the declaration would be a more brutum fulmen, and the bill remains as a mere bill for an injunction against registration. The bill cannot be sustained in any view of it. It should have been framed as a supplement to the original bill of Heath and Raphael now pending in this Court. It is not so framed; nor is it framed for any independent purpose. It is auxiliary only, and must fail, if the two prior suits or proceedings fail. But even if the bill were properly tramed, as an independent proceeding, it must fail, because this Court has no power over the internal affairs of State corporations. Its sole power is over the defendants as trustees in the management of their trusts. It cannot entertain a suit to determine whether the 30,000 shares of stock issued in December, 1870, were, or were not, lawfully issued. If the Court had the power to determine the question of the legality of the isane of the 30,000 shares of new stock, it should not do this upon the present bill for these reasons:

First: The necessary allegations are wanting, and the bill does not ask for such relief. Under this bill it would be impossible to order either the 30,000 shares, is sued in December, 1870, were, or were more than the relief. Under this bill it would be impossible to order either the 30,000 shares, is sued in December, 1870, and not not this upon the present bill for these reasons:

First: The necessary parties are wanting. A bill might just as well be flied to set aside any other stock of the Company, or to prevent the registrati cation, and such substantially is the statement of facts on which it is made. It only asks for a

of validity; that is to say, the right, or privilege of reg-

cide that it simil not have all the privileges and incidents of validity; that is to say, the right, or privilege of registration.

Fourth: The privilege of registration is too vague and evanescent to be the basis of a bill in equity. It is not a right. It is a mere favor, dependent entirely upon the joint consent of the managing body of the corporation, and of the Stock Exchange. It can be given or withhold, at pleasure, by either of these bodies. The registration with a third party is a purely voluntery arrangement of the Company in and, without consideration, for the convenience of speculators in its stock. Such favor the Company may withdraw or change at pleasure; and, therefore, a stockholder acquires no right either to enforce or restrain it. Suppose the Company had been in the habit of printing its certificates on yellow paper, and the Stock Exchange would deal in no other certificates than the yellow ones, would the stockholders have a right to require the Company in the stockholders have a right to require the Company in the stockholders have a right to require the Company in the stockholders and in the convention against over issue the Company in the stockholders and in present the Company in the stockholder can maintain a suit against the owned it to cause in own stock to be registered. Suppose that the transferce of 1,000 shares, haying surrendered the former certificates the conformity with the by-laws, should demand its return to do so f The Company has made no agreement with the competition of the company has made no agreement with the company in the convention of the company in the convention against to admit and that the Company refused to return it, could it be competied to do so f The Company has made no agreement with the competition of the convention of the company has made no agreement with the competition of the convention of the

shift, that he maked present it to the registering third party, as the busks of registry, and that its company refused to return made no agreement with its stockholders that it will refuse can be a part of the total stockholders that it will refuse an and to a part of the total stockholders that it will restore an accordance of the total party of the party of the

# AN ALLEGED FRAUDULENT CONVEYANCE OF

PROPERTY. Wm. G. Gilmore gave a promissory note for \$511, in August, 1869, payable in two months, to M. M. Henry, who subsequently transferred it to William Laidlaw. He also gave, in September following, another note for \$150 to Henry S. Ellis. Laidiaw and Ellis were compelled to bring suit, and recovered a judgment for the full amounts. This judgment has never been paid, as no real or personal property could be found in Gilmore's possession. The two plaintiffs again bring suits more's possession. The two plaintiffs again bring suits in the Court of Common Pleas, alleging that at the time the debts were contracted the defendant owned real estate hear Eighth-ave, and Twenty-second-st., of which he made a pretended rale to Samuel Kissick, his son-inlaw, and executed a fraudulent conveyance to him for \$20,000. The plaintiffs chain that no adequate consideration has been given for the deed, and sue to have it set the conveyance was made and executed in good with the conveyance was made and executed in good with the conveyance was made and executed in good with the testimony falls to show on the part of the grantee any intent to hinder, delay, or defraud the creditors of the granter within the meaning of the statute. The rule is well settled, that to render a conveyance fraudulent intent must be shown on his part, as well as on the part of the granter was no direct proof of fraud on Kissick's part. He denied it expressly, and the fact that he subsequently learned of Glimore's indebtedness, does not affect the good faith of the transaction. The plaintiffs have examined both witnesses on ints point, and their testimony must be regarded as conclusive. At the time of the sac Glimore owed Kissick's 25.9, which, with a mortgage of \$10.000 with accrued interest, taxes and assessments, constituted the behave, making the amount of the constituted the behave. in the Court of Common Pleas, alleging that at the time

as to create a presumption of fraud. The complaint is accordingly dismissed.

A UNIQUE OPINION CONCERNING MARRIAGE. In the Supreme Court Chambers, yesterday, a motion was made before Judge Cardozo to set aside the report of the Referee in the divorce suit of Maria Gallinger agt. Simon Gallinger. The plaintiff's counsel argued that the allowance of \$7 per week was insufficient, and thought the findings in regard to defendant's in come were incorrect, and quoted from the Referee's opinion to show that the reason for this scanty allowance

opinion to show that the reason for this scanty allowance is that the Referee objected to the laws as they stand. Defendant's counsel contended that the allowance was ample, as defendant's income is only \$1,000 per annum, out of which he has to support himself and son and pay the alimony. The Referee's opinion is unique in expression, if not extrajudicial. It says:

"Under the laws of this State a married woman possesses all the rights of a feme sole, and all, or practically all, the rights which marriage bestowed upon the husband at common law have been annulled by statutory law. The reasons therefor which formerly existed, and which formed a basis upon which Courts compelled a husband to support his wife no longer exist in fact. It is no longer a legal presumption that the husband is the head of and controls the household. This marriage was consummated since the adoption of the present law; the defendant was possessed of all the property at the time of the marriage. It seems to me that while the law has abrogated the legal obligations of a wife to her husband, and his control over her, it has left the husband too much at the mercy, will, and caprice of the wife."

The Court took the testimony for consideration.

man litting on the 6th of June lest, representing hereoff to be the si-Julys Watson of California. She remained there nearly a week, run up a bill of \$5.0. When it was presented she sail gie had been at pointed in not receiving remittances from home, and some after le-lated. The properties received in the bearreadt, and she was rich tender in the Caston of operal Receiving, before Junge Shandley, and tereds in the Caston of operal Receiving, before Junge Shandley, and tereds to we months' my presentant.

DECISIONS-JULY 20.

Supreme Court-Chambers-By Judge Cardozo.-Wilson agt. Bachman.-Motion dealed.

y.	Same.—Same.
	COURT CALENDARS-THIS DAY.
	Sepaniis Courty-Charrena—Cardono, J.—Calendar celled at 12 m. J., O'Bries agt. Rassell. So., Same agt. Same 22., Smotherland agt. Boynica, 24., Mitchell agt. Alien. 26., Samiels agt. The Globe Printing Co. So., Johnson agt. The Kanasa Pa- cife Italiway. 4. Van Allen agt. Van Allen. 56. Continuatal National Bank agt. Randall. 56. Continuatal National Bank del., Lighter agt. Bookley.

and Lexinglor-Area, and resolution accordingly. Laid over.

RESOLUTIONS ADOPTED.

By Assistant Alderman Robinson—To appoint a Special Committee to draught an ordinance to regulate street processions and pageants. Assistant Aldermen Robinson, Pecher, Barker, Littlefield, and Hampson appointed such Committee by the President.

By Assistant Alderman Terence Duffy—To permit Patterson, Clapp & Co. to construct a raised carriage way in front of No. 316 Washington-st.

By Assistant Alderman Hampson—To permit John Connelly to place a watering-trough in front of No. 58 South Washington-square.

By Assistant Alderman Thos. Duffy—To flag north side Fifty-third-st., from First to Second-ave.

By Assistant Alderman Littlefield—To flag on Fortiethst., in front of Nos. 326, 322, and 358, and between Tenth and Eleventh-aves.

By Assistant Alderman Thomas Duffy—To erect lampposts and light lamps in First-ave., from Forty-sixth to Fifty-nisth-st.

By Assistant Alderman Littlefield—Te flag on Thirty-sixth-st., in front of Nos 500 to 506, inclusive.

By Assistant Alderman Littlefield—Te flag on Thirty-sixth-st., in front of Nos 500 to 506, inclusive.

By Assistant Alderman Inomas Duffy—To erect lampposts and light lamps in Sixty-tourth-st., from Third to Fifth-ave.

By Assistant Alderman Littlefield—Te flag on Ninth-

By Assistant Aldermen Latticfield—To flag on Thirtycigithi-st., from No. 40 to Eighth-ave.

By the Same—To flag on Thirty-third-st., in front of
Nos. 510, 512, 514, 527, 529, 531, 533, 533, and 540.

By Assistant Alderman McDonald—To lay gas mains,
&c., in Fifty-sixth-st., from Ninth to Touth-aves.

By Assistant Alderman Litticfield—To flag on Thirticthst., from Ninth to Tenth-aves.

By the Same—To flag on south side of Thirty-second-st.,
from Tenth to Eleventh-aves.

By Assistant Alderman Thomas Duffy—To flag on
north-west corner of Fifth-ave, and Forty-ninth-st.

By Assistant Alderman Honoras Duffy—To flag on
north-west corner of Fifth-ave, and Forty-ninth-st.

By Assistant Alderman Honoras Duffy—To flag on
of Wooster-st., between Houston and Blocker-st.

By Assistant Alderman Hampson—To flag on west side
of Wooster-st., between Houston and Blocker-st.

Missage From The Mayor.

A message was received from the Mayor, transmitting
the draught of an ordinance for the better regulation of
passenger vehicles. Referred to Committee on Law Department.

INVITATION.

To attend the annual nicense of the Bryan Beilly Asso-

pertment.

INVITATION.

To attend the annual pic-nic of the Bryan Reilly Association at Springhill Grove, on the 24th lost. Accepted. Orders NACE OF THE BOARD OF ALDERMEN ABOUTED. Dividing the Eleventh Ward into twenty-two election districts.

districts, nesolutions of the board of Alderman Adopted.

RESOLUTIONS OF THE BOARD OF ALDERMEN ADOPTED.
Appointing Edward G. Black a Commissioner of Decis
vice I. T. Brown, resigned.
To lay stone cement pavement in One-hundred-andfourteenth-st., from Fourth-ave, to Harlem River.
Which last resolution was adopted, notwithstanding
the objections of the Mayor, by the following vote:
Affirmative—Assistant Aidermen Terence Duffy, Lysaght, O'Brien, Robinson, Hampson, Odell, Pecher, Mulligan, Costello, Barker, Reilly, Durain, Feitner, Garry,
McDonald, Thomas Deffy—15.
Negative—The President, and Assistant Aiderman
Healy—2.

in the last the have a reason, and the mercy, will, and caprice of the wife."

The Court took the testimony for consideration.

The Court took the testimony for consideration.

In the Supreme Court, Chambers, before Judge Cardozo, in the case of Maher agt. Gaynor, in proceedings supplementary to execution, where the defendant stated that he had been screed at \$p\$ m, with a notice to appear at 10 a. in. the following day, the Court held that the notice was sufficient.

Patrick Farrell, a Deputy United States Marshal, sent by Marshal Sharpe to Jersey City to take charge of a tug-boat that had been libeled in the United States District Court for the Southern District of New York, was arrested on a warrant issued by a Justice of the Fance in Jersey City, on a charge of stealing the two phost. He was released on a writ of habeas corpus issued of the fine Month, and the Jersey shore.

A motion was made yesterday before Judge Preedman, in the Superior Court, by the counsel for Thomas J. Barr, receiver of the Lippiatt Silver Plate and Engraving Company, for permission to dispose of the stock, so as to defray the expenses he has incurred in conducting the business of the Company. He aligned the mount from the sales of slock and the collections of debta is not sufficient to pay more than one-plant part of the Suckey, so a charge of the stock, so as to defray the expenses he has incurred in conducting the business of the Company. He aligned the mount from the sales of slock and the collections of debta is not sufficient to pay more than ene-half the current expenses of conducting the business of the Company. He aligned the sufficient to pay more than ene-half the current expenses of conducting the business of the Company. He aligned the sufficient to the sufficient to pay more than ene-half the current expenses of conducting the business of the company of the faction of the sufficient to the suffic

DEPARTURE OF FOREIGN MAILS.

The Bremen Line alexachip saling on Saturday does not, at precent take the "Transium Classed Mail," bad it is east on that day by the steamship which takes the ranks for furney, Ac.

SATURDAY, Juny 22.

Mails for Europe, Queenstown, and Liverpool, per steamship City of Brooking, satis from Poer An. 40, N. R., cione at Pout-Office at 6:50 a.m.; at Station A. 7:48 p. m. on 224; D. 7:29 p. m. on 224. A Ne Supplementary Mail. Steamship sails at 9 a.m. and the form food of Thriest, Holokov, close at the Pout-Office at 12 m.; at Station A, 11:00 a.m.; D. 10:50 s. m. No Supplementary Mail. Steamship at 2 p. m.

Status A, 1170 a. m., D, 100 a. m., D, 100 a. m., Se supposessor A align sails at 2 p. m.

Malls for Garman States, via Stettin, per ateamsbin Hambolit, from
Pler No. 13, N. H., close at the Port-Other at 12 m.; at Station A, II
a. m.; D, 10150 a. m. No Supplementary Mall. Steamship sails at — 

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK. July 20.

Steamship Hermann Livingston, Checkenson, Sarannah, Livingston, For & Co.
Steamship Ries S. Terry, Beerse, Newbern, Marray, Ferris & Co.
Steamship Ries S. Terry, Beerse, Newbern, Marray, Ferris & Co.
Steamship Ries S. Terry, Beerse, Newbern, Marray, Ferris & Co.
Steamship Ries S. Terry, Beerse, Philadelphia,
Steamship Hattera, Lawrence, Beson, H. Domeck,
Bleamship Missouri, Edwards, Hayana via Nasau, Atlantic Mail Steamship Co.
Steamship Volunteer, Howe, Philadelphia, Lovilland Grandship Co.
Steamship Volunteer, Howe, Philadelphia, Lovilland Grandship Co.

ship Volunteer, Howe, Philodelphia, Latillard Steamship Co.

Steamship Volunteer, Hows, Philodelphia, Latillard Steamship Co.
Steamship D. Utley, Davis, Pulladelphia,
Steamship Bewerly, Pierce, Philadelphia,
Steamship Durigo, Johnson, Fortland, J. F. Amex.
Steamship Durigo, Johnson, Fortland, J. F. Amex.
Steamship Frankfar (N. G.), Barra, Breman, Odriche & Co.
Ship Emerald Rie, Howers, Riverpost, Tayacovi Brox, & Co.
Ship Negrame, Sponcer, Liverpost, Chas, H. Marshid & Co.
Ship Negrame, Sponcer, Liverpost, Chas, H. Marshid & Co.
Ship Negrame, Sponcer, Liverpost, Chas, H. Marshid & Co.
Ship Negramenta (B.), Haumanni, Santgalem, Boyl & Hincken,
Bark Scolland (Br.), Rosche, Bremer, Bard & Hochen,
Bark Magnet La Carvill (Br.), Massett, Miramchi, P. I. Novius & Sons,
Bark Regia (Nor.), Laren, Danting, Fourth, Edve & Co.
Berg Marches (Br.), Mill. Chefunger, Fourth & Love & Co.
Berg Marches (Br.), Mill. Chefunger, Fourth & Love & Co.
Berg Bard (Ball, Spectrum, Lisbuez, Miller & Houghton,
Berg Andrich (St.), Webber, Venice, Faither & Chaimeer,
Brig Bank Swan, Winklade, Georgenover, C. B., J. F. Whitney & Co.
Berg Bank Swan, Winklade, Georgenover, S. C., E. D. Herdbut & Co.
Scan, Addor Wessels, Thompson, Carled Fatates of Colombia, G. Wessile,
Bly a (Be.), Knowles, Elentherz, Jes, Donelaus & Sons,

ols, tehr. Elva (Br.), Knowles, Eleuthers, Jos. Doughan & Sons, Schn. Belson, Koen. Philipheliphia, Shapasu. Chapp & Co. Schr. Evelya. Crowler, Salem Schr. W. H. Hattleld (Br.), Hattleld, Windsor, N. S., Crandall, Ber-schr, W. M. Hattleld (Br.), Hattleld, Windsor, N. S., Son, W. M. Buller, Corson Indianols, Erans, Ball & Co.
Sohr, Julia A. Rider, Corson Indianols, Erans, Ball & Co.
Sohr, Yanken Boodie, Majmabury, Hishmend, Van Brant & Bro,
Sohr, Lizzie, Leighton, Boston, Show & Richardson,
Sohr, Lizzie, Leighton, Boston, Jan. Murraj.

Scar, Lizne, Leighton, Boston, Jas. A threadmon.

ARPIVED.

Stramship Fogland (Br.), Thompson, Liverpool July 5, and Queenstown 6th, with notice, and pass, to 7. W. J. Hunst.

Eng G. P. Sherwood (Br.), Tarber, richter, C. B. 19 days, with coal to Instrumbinal Coal and Railway Co., vened to P. I. Nevins & Sons.

Brig Koodon (Br.), Spherre, Schner, C. B., 22 days, with coal to Instrumberal Coal and Railway Co., reced to R. P. Carris & Coa.

Brig Elesson (of Halifax), Mortis, likney, C. B., 12 days, with coal to Instrumbenal Coal and Railway Co., vened to R. P. Carris & Co., Brig Elesson (of Halifax), Mortis, likney, C. B., 11 days, with coal to Instrumbenal Coal and Railway Co. v. vened to R. P. Carris & Co., Schr. Kilbera (of Brooklyn, Mo.). Stanley, 8t. John, N. B., 10 days, with lamber to Jed Fre & Co., Schr. Feer Not (of Nassau), Sweeting, Eleuthera 7 days, with fruit to Jusciph Kness.

DOMESTIC Polyman.

DOMESTIC PORTS.

BOSTON, July 20.—The United States strumbly Worcester, from comion, arrived at this port to-day; also arrived stemuslip Glacus, Wai onion, strivel at the join owney; and the Selgwick sailed for New LEWES, Del., July 20.—The steemship Gen. Selgwick sailed for New York, and the Bolivar for Galvesion last night; the schr. Eastern Queet San Paraconco, July 26, -Arrived, ship Yosemite and bark Andrew from Bordesur.

FOREIGN PORTS.

LONDON, Johr 20.—The National Line at-analog The Queen, Capt.
Thomas, from New York July 6, arrived at Liverpool fooday.
Liverpools, July 18.—Arrived, bark Suez (Swee), from New-Orleans
May 26.

May 26.

DISASTER.

The sebr. Am S. Salter. Classe, of and for New-Bedford, from Philadel phila with coal, aprung a leak at 4.30 p. m. ou the little inst. off Long bland with coal, aprung a leak at 4.30 p. m. ou the little inst. off Long bland, and susk at 10.05 same night. The crew took to the boost, and went on board the sebr. L. A. Rose (or for galfarbor), which took them to vine yard Haven, and they arrived at N. B., with their boat, on the Mocohansett. She had on board 107 tuns coal, and ahe sunk 15 miles S. E. of Fire Island in 22 fathous water. She was 113 tuns, was owned by Geo. S. Homer and others, and was but partially instinct.

NEW-Benford, July 19.—Arrived, birst fluoter, Holt, (late Chase, returned bone), Bay of Islands March 1, with 1.30 blass sperm oil 63 bbls, taken on passage—4 whate of French Bock, and a small one about a week age). Sent home on the variage 525 bids, sperm oil. Hus on feight 200 bblas sperm oil. However, and the company with her for 4 days. Cleared this—Bark Poten, Smith, for Pacific Ocean. Salted 19th—Barks Glader, for Camberismi Inlet; Consect, for Pacific Ocean.

MEMORANDUM. The sebr. Argus Eye (of Philadelphia), which was dismasted at K West during a violent gale in October last, and offerward sold to A. Wood, arrived at Pall Kiver lith inst., under jurnmars, to undergot pairs. She I an A 2 resset of 271 tuns, and was built at Wiknington Del., in 185. [For Latest Ship News see Fifth Page.]

Printing.

WM. EVERDELLI'S SONS, 104 Fulton-st.—
LITROGRAPHIC, STEAM JOB PRINTERS and LABER
MANUFACTURERS.

# Ocean Steamers.

UNITED STATES, NEW-ZEALAND, and AUSTRALIA MAIL STEAMSHIP LINE.—A Steamer of this line will be dispatched from San Francisco, at Noon, on WEINISDAY, October II, WEINISDAY, November II, WEINISDAY, WEINISDAY, November II, WEINISDAY, November III, WEINIS AND LINGSAY, November III, WEINIS AND LINGSAY, NOVEMBER III, WEINIS AND LINGSAY, NOVEMBER III, WEINIS AND LINGSAY 54 Exchange-place

FOR ST. THOMAS and BRAZIL.

FOR ST. THOMAS and BRAZIL.

INTED STATES and BRAZIL STEADISHIP COMPANY.

Regular Mail Steamers solling on the 23d of every month.

MERGINAL K. Coat. Wire. July 22.

SOUTH AMERICA. Coat. E. It. This because. August 23.

NORTH AMERICA. Coat. E. It. This because. August 23.

These splands freamers said on selection time, and coal at 85. Thomas.

Para, Pernambaro, Edins, and Rio de Janeiro, going and returning. For engagement of freight or passegs, apply to 8 bouling green, New York. 

Ocean Steamers.

ANCHOR LINE.-STEAM TO GLASGOW.

A NCHOR LIVERPOOL and LONDONDERRY,

EVERY SATURDAY AND ALTERNATE WEDNESDAY,

ENPIRES STEAMBER.

EUROPA. Saturday, July 27 ISMAULIA. Wedneslay, July 28

ISDIA. Saturday, July 27 ISMAULIA. Wedneslay, July 28

COLUMBIA. Saturday, July 27 (CAL DONKA, Wedneslay, Aug. 2)

COLUMBIA. Saturday, July 28 (CAL DONKA, Wedneslay, Aug. 3)

ANGALIA. Saturday, Aug. 31 ALEXANDELA. Wedneslay, Aug. 3

ANGALIA. Saturday, Aug. 31 ALEXANDELA. Wedneslay, Aug. 3

First Cabin passage \$55 and \$75; Interesticate, \$33; Excerage

\$22. Exteroge tickets from allows ports. \$23.

HENDERSON BROTHERS, Agents,

7 Boulley green.

FOR LIVERPOOL,

(VIA OUTENSTOWN)

CAESTYING THE U.S. MAILS.
THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class, fall tower, iron scrow steamant FROM PIER No. 46, N.R., EVERY WEDNESDAY,

IDARO, Cart. Parce......July 26, at 12:00 m. 

MINNESOTA, Capt. 1. W. Face.
Cabla passage, 4.0, gold.
Steerage passage (Gibe, No. 20 Broadway), \$30, carrency.
For freight or cabla passage, apply to
WILLIAMS & GUION, No. 6: Wall at. WILLIAMS & GUION, No. 62 Wall at.

I NMAN LINE. — For QUEENSTOWN and
LIVERPOOL.—Royal Mail Steamers are appointed to sail as follows:
CITY OF BROOKLYN. — SATURDAY, July 22, 4 p. m.
CITY OF WASHINGTON. — SATURDAY, July 23, 2 p. m.
CITY OF PARIS. — THURSDAY, Aug. 3, 2 p. m.
CITY OF PARIS. — SATURDAY, Aug. 5, 3 a. m.
And each sacceeding SATURDAY and THURSDAY, from Pier No. 45
North River, RATES OF PASSAGE.

RATES OF PASSAGR. 

NORTH GERMAN LLOYD STEAMSHIP FOR SOUTHAMPTON AND BREMEN.
The steamship FRANKFURT, Copt. J. Barre, will sail on THURSDAY, July 20, at 2 p. m., from Bremen Pier, foot Third-at, Hoboken, to be followed by

For freight or passage, apply to OhlRICHS & Co., Age

ONLY DIRECT LINE TO FRANCE. THE GENERAL TRANSATIANTIC COMPANTS MAIL STRAMSHIPS BETWEEN NEW YORK AND HAVER, CALLING AT BERST.
The splendil vessels on this favorite route for the Continent will sail from Pic. No. 50 North River, as follows:

The sylendil reasels on this furorite route for the Continent will sal from Piec No. 50 North Kirer, as follows:

ET. LAUSENF. Lemorich. SATURDAY, July 29,

ULLE DE PARIS. Surmout. SATURDAY, August 12,

VILLE DE PARIS. Surmout. SATURDAY August 29,

LAPAYETTE. December. SATURDAY August 29,

LAPAYETTE. Because. SATURDAY September 9,

PRICE OF PASSAGE IN GOID (mending wine)

TO BERST OR HAVERS.

FIRST Cabin. SATURDAY SEPTEMBER OF SATURDAY SALES.

EXCURSION TICKETS AT REDUCED RATES.

Medical stiendance free of charge.

American Tarvicus going to or returning from the Continent of Farone,

you taking the searners of the lane, avail doth transit by limpton relievely

by taking the aleaners of this line, avoid both transit by lingthsh railway and the absenuances of crossing the Channel, beside eaving time, trouble and expense.

GEO, MACKENZIE, Agent, No. 53 Broadway.

mid excense.

GEO. MACKENZIB, Agent, No. 55 Dromosay.

WHITE STAR LINE.

NEW YORK. COUK, AND LIVERPOOL.

NEW AND FILL-POWERED STRAMSHIPS.

OCEANIC.

ARGITO.

ARGITO.

ARGITO.

ARGITO.

BALTIC.

ARGITO.

Selling from New York on SATURDAYS, from Liverpool on THUSS-DAYS, and Cork Harbor the day following.

ATLANTIC. Capt Murray, on SATURDAY, Angust 5, at 9 a. m.

OCEANIC. Capt Thempton, on SATURDAY, Aug. 19, at 4 p. m.

BALTIC. Sept. 2, at 4 p. m.

Prom the White Star Dock, Pavonta Perry, Jerrer City.

Passenger accommodations (for all cirracs) unrivaled, combining

LATTO, Sept. 2, at a Lu.

Frem the White Star Bock, Paventa Perry, Jerrey City.

Passunger accommodations (for all circues) convisied, combining

EAPERY, SYEELD, AND COMPORT.

Ralcons, state-rooms, smaking-room, and bath-rooms in midship section, where iteast motion is felt. Surgeous and circumstrates accompany those steamers.

[AATES-Salcon, \$90, gold. Steerage, \$30, currency. Those wishing to send for friends from the Old Country can now obtain steerage, prepald certificates, \$33, currency.

Tracingers looked to or from all parts of America. Paris, Hamburg, Sorway, Sweden, India, Australia, China, &c.

Excursion teckets granted at lowest ratus.

Drains from £1 gugand.

Parisaspection of plans and other information, apple at the Company's effices, No. 19 Breakery, New-York.

NATIONAL LINE.

Excursions.

DELIGHTFUL DAILY EXCURSIONS TO

DELIGHTED DESCRIPTION OF THE PROPERTY OF THE P 

Steamboats and Railroads.

PEOPLE'S LINE FOR ALBANY.

DEOPLE'S LINE FOR ALBANY.

It he largest and mees magnificent river Steamers in the world. The ST. John, DEEN, and DEAN RICHIMOND. One of the above steamers will leave Pier No. 41, North filtur, every afteragon (Sunday excepted) at 6 o clock, arriving at ALBANY in time to connect with railroad trains West, North and East. Returning, leave the steambeat landing at Albany at 7 o'clock p. m., or on the arrival of connecting trains from the West and North and East.

Through the state can be obtained at the Office on the Wharf; at Dodd's Express, 944 Broadway, and No. 1 Contricts, Brooklyn. Baggage checked to its destination. Fright received until the boar of departure.

Ch. ——ALBANY and TROY—Day-Line steam
Office of the Contrict of the Steam of Contricts, Brooklyn. Baggage checked to its destination. Fright received until the boar of departure.

Ch. ——ALBANY and TROY—Day-Line steam
Office of the Contrict of the Steam of the Ste

ANON SPHINOS—at half. To from a recombinate Section and Section and Section and Section and Section Se A LBANY AND TROY LINE.—The old, popular long-established Frening Line for Albany and Troy, and via connecting relimids to Buffile and the West, and Santoga and via North. Three degant scanners composed this line, leaving Fier 39 N. E., (Venty-st.), one block south of Jensey Ferry, daily at 6 p. m., arriving at Albany at 5 a. m., and Troy at 6 a. m. Pane 50 cents via Troy boat.

Albany at 5 a. m., and troy at 6 a. m. Pare to cents variety on a.

MORNING LINE TO PEEKSKILL.

The steamboat ANTELOPE haves EVERY MORNING (without exception), Harfragnest. 8 o'clock, landing at 34th-st. at 5; Yooken Doubt's Ferry (Tarytown and Neach by ferry). Sing Sing, Haventras Grassy Point, and Verplanck's. N. S.—Tarytown omitted Sanday. DAILY EXCURSIONS to GLEN COVE and

Point, Mott's Dock, and Glement, Baylis Dock, Great Neck, St. Point, Mott's Dock, and Glement,—On and after June II, ste AKROWSMITH leaves Fier 24, E. R. (Feek-slip), daily at 0 s, m., ping at Thirty-seventhest, each way, refurning to the city about 5 Keetweer SEAWANIAKA leaves daily (Sandays excepted) for the a landings at 4 p, m. NORTH RIVER AND NEW-YORK STEAM-BOAT CO., successors to D. D. & T. Smith's Line.

For Peckakill, Nynck, Vanhers, Employerood, Havenestaw, and Intermediate landings, every aftermout, except Sendays, at 3:45, 4, and 4:30 to me, returning in the merining from above landings, arriving at New-York at 5:05, 520 and 10 to m.

THE "MARY POWELL," from Vestry-st, at 2(3) p. m. dvity, making osual landings. Returning leave Rondon 5:50 a. m. Pooghlaspaie 6:30, Millian 6:45. Newburgh 7:30, Cornwall 7:45, West Point 8:05, Cozens a 8:15, arriving in New-York at 10:45. SATURDAY AFTERNOON BOAT for CATSSKILL, HUDSON, and COXSACKIB, landing at NEW-HAMBURGH MARLEGRO, TIVOLI, and MALDEN, On and after
SATURDAY, July I. Stemmost SUNNYSIDE Naves Pier 43, N. R.,
foot Spring-st., at 2 o'close p. m.

FOR RONDOUT, landing at COZZENS, The NEWBURGH, MILTON POTREEPSIE, and ESOPUS. The steambasts THOMAS COUNTEL and JAMES W. BALDWIN leave DAILY at 4 p. m. Pier 34 N. R. foot Harrison-st. FOR CATSKILL, DAILY.—The Steamers THOMAS POWELL and SUNNYSHIE leave Pier 43, N. R., foot of Spring-st., at 5 p. m. Sa turdays at 2 and 2:30 p. m. NEPTUNE LINE STEAMERS Daily for PROVIDENCE, BOSTON, WORCESTER, at 5 p. m., from Pier 27, N. R., inst of Robusson at.

Calla fare to BOSTON, \$4. To PROVIDENCE, \$2. Beck fare to BOSTON, \$2. To PROVIDENCE, \$2. Freight at learner rates. Connect at Province with Beston and Prov. and Prov. & Worcester R. it, s for all languarisms N. Enga chica and towns

SAFETY, SPEED, AND COMFORT.

For Boston, Worcester, Fitchburg, Groton Junetico, Lowell, Lawrence, Nashua, Manchester, Concord, Palmer, Brattlehore, and intermediate points. The new and statch steamers

CITY OF BOSTON.

diste points. The new and source of the points. The new and source of the points. CITY OF NEW-YORK.
CITY OF NEW-YORK CITY OF NEW-LONDON.

will leave New-York field (Sundoy excepted), at 5 o'clock p. in., from Pier 40, North River, foot of Canal and Wattesde.

For New-London and Norwish, there connecting with Express trains for the above points, via New-London, Northeric Norwich and Worces tet. and Boston, Hagdord, and Krie Rallrande.

For through tickets and rates of freight, apply at the 10ffer, Pier 49, 10 of the pier 40, 10 of the pier

For through the North East. North East. Oct. 10, 1209. FOR NEW-HAVEN, HARTFORD, SPRING-ELD, AND THE NORTH .-Steamers leave Peck-slip for 3:15 and 11 p. m., connecting with the Railroads.

FOR BRIDGEPORT, and all points on Housatonic and Naugatuck Railroads. Fare \$1. Catherine slip at 12 noon aud 12 midnight. (Sumiass exc Catherine slip at 12 noon and 12 midnight. (Sundays excepted).

FOR STAMFORD and GREENWICH—The new and beautiful steamboat AMERICUS traves the fort of Marketst EVERY AFTERNOON at 2:30 and Thirty-seventh-st, at 2:45 o'clock. Returning, leaves Stamford at 7 o'clock and Greenwich at 7.55

NAVIGATION RESUMED for HARTFORD DIRECT. The Steamer GRANTE STATE will leave Peck-slip to-day, THURSDAY, March 9, for Hartford and River Leadings. The old and papella streamer not responsible for an extension of the County of t

### Steamboats and Railroads.

DAILY EXCURSIONS to LEWES and the ASTI BN QUEEN AN HAVANA will leave for the date place of the MAYANA will leave for the dates place it enjoying a short sea true, with fine fabring and task are. Executing a special appropriate true proof for our weeks, \$2. N. B.—For the present were also will leave either place at \$2. N. B.—For the present week and will leave either place at \$2. N. B.—For the present week \$1. N. B.—For the present weeks.

FOR NORWALK and DANRURY-Railroad time, no dust, half retirend fore-The beauting at summer WMITE beaver Flor 37 E. Mr., foot of Marketon, 15 Link at 18 Link at 2.6 and Their source that, at 3 of clock. Returning the Art Their Source at 3.1 dec. 2. Beauting at 3.1 dec. 2. Beauting at 3.1 dec. 3. Dec. 3.

To could Ranneson Seates, set 18.

ALTIMODES AND OTHIO RAILEOAD CO. S.

RAILTMODES AND OTHIO RAILEOAD CO. S.

NORTH-WEST. FERIORS received as, forecasion in CARDEN and AMBOY RAILEOAD. Per I. North Rever, and Billaky Propellers Link Link, Per 6, North River, daily, BATES Link, with quest distribed. Passeners take the New-Jersey and C. and A. more from the Company of the Company o

CENTRAL RAILROAD of NEW-JERSEY.

Fassenger and Freight Depot in New-York, foot of Libertyset, connects at Somerville with South Brench Reflowd: at Harry we families, with the Delaware, Lackswamas, and Western Reflowed: at Harry we families, with the Lebigh and Somuelaman Division; and at Easten, with the Lebigh and Somuelaman Division; and at Easten, with the Lebigh and More and Liberty and Liberty Railroad and Inconnections, forming a direct line to Fitte burgh and the West, Million Level Som Ray; also to Central Pennsylvania and New York Environ Mark To Title WEST.

ALLENDARY MARKANGENERY.

Set Mark Liberty And The Commencial Markanger May 22, 1811.—Level New York and follows:

6 a. m.—Vor Plemington, Easten, Retablem, Mark Chark, Wilverhare Pittston, Mainany City, Mt. Carnell, Harleson, Tunkinsonset, Towardia, Waverry, &c. Connects at January with D. Le and W. R. R. & m.—For Haston,

9 a. m.—Wastran Express, delly fenced Sundary), for Easten, Allentown, Harrieburg, and the West. Connects at Sensity of Personal Indiano for March Lebigh and Support and Support and Support Support and Support Suppo CENTRAL RAILROAD of NEW-JERSEY -

Standard Cate, Hardiebou, Wilstenbarre, Reading, Columbia, Internset, Ephreta, Pottaville, Harrisburg, &c. Connects at Pullinghung for heistiden.

2 p. m.—Por Plainfeld.

2 p. m.—Por Plainfeld.

2 p. m.—Por Plainfeld.

2 p. m.—For Beston, Connects at Pullinghung mith Lebigh and Son, Division for Altentown, Willinsburre and Secunion; and at Easton with Lebigh Valley II. R. for Altentown and Catanangua. Connects at Junction with D. L. and W. R. R.

4 p. m.—For Surreitle and Flumington.

4 p. m.—For Surreitle and Flumington.

5 p. m.—For Surreitle and Flumington.

6 p. m.—For Surreitle and Flumington.

6 p. m.—For Surreitle and Flumington.

6 p. m.—For Surreitle and Flumington.

7 p. m.—For Standard, Pittolargi, Chrono, and Chemasin. Shop
10 p. m.—For Standard.

7 p. m.—For Standard.

7 p. m.—For Standard.

10 p. m.—For Plainfeld, Wednesdays and Standars.

For Elizabethas thing, 6:00, 6:30, 7:15, 7:14, 100, 2:30, 9:30, 9:30, 10:30, 11:35, m.; 12:30, p. m.

Tichets for the West can be obtained at the office of the Central Reit
road of New-Jerser, fact of Liberty-et., New-Yorks, and at the plumpal

hotels and teket offices in New-York Cit.

R. R. RICKER, Superintendent.

ELAWARE, LACKAWANNA mid WEST-

H. P. BALDWIN, General Passenger Agent.

DELAWARE, LACKAWANNA RING WESTERN RAILBOAD.

NEW BROAD GAUGE LINE to Water Gas Beneshburg. Screnton,
Binelamion, Syracuse, and Owners. WITHOUT CHANGE OF CALL.

E-ponts in New York, foot of Barriagnes, and Got of Cultistoched.

SCHMER ARRANGEMENTS, commencing MONDAY, July 17,
1871.

E-10 a. m. REDAD GAUGE EXPRESS TRAIN, via Boomton Branch,
runs directly through from New-York to Gowen, within change of ears,
connecting at lover with Chester R. R., at Waterloo with Susser R. R.,
and at Scranton with L. and B. R. R. for Kingston, Wilkesbarre, Piltston, Ac. m. EXPRESS MALL WHATE.

:15 a. m. EXPRESS MAIL TRAIN, connecting at Denville with Boos-6 Britich, at Dover w.h. Caester Brauch, at Waterloo with Susses B. E. Anfover and Neut.a. at Washington with the B. L. and W. R. F. Water Gap, Strombleurg, Scrauton, Great Beed, Hinghamon, Seguine, and Oswego, and at Euston with Lebigh Valley R. E. for all points. on that road.

12:00 m. LEHIGH VALLEY EXPRESS steps at Newark Morristown, Dever, Westerloo, Heckettstown, Washington, Phillipsburg, and Easton; connects at Walerloo with Easses Radional; at Phillipsburg with Bel. Del R. R. for Belyder, &c., and at Easton with V. R. N. for Bethlettem, Allentown, Mauch Chunk, Wilkenburre, Reading, and Harristone.

for Bethlethem, Allentown, Mauch Chirak, Wilkenbarre, desaing, and Harrisburg.

4:00 p. m. BROAD GAUGH EXPRESS TRAIN, via Paterson and Boonton, runs directly through to Hinghambon without change of ears, stepping at principal stations. Connecting at Dover with Cheese it. H., and at Waterloo with Sunser R. R.

4:10 p. m. EASTON EXPERSS connects at Dover with Cheese it. H., at Waterloo with Sussey R. R., and at Haston with L. V. R. R. for Bethlehan, Albertown, Reading, Hurrisburg, and the West.

3:20 p. m. HACKETTSTOWN MAIL, connects with Boonton, Cheeser, and Sunser Hallwood, Physics and Sunser Hallwood, Physics Connects with Boonton, Cheeser, and Sunser Hallwood, Albertown, Reading, Physics Connects with Boonton, Cheeser, and Sunser Hallwood, Albertown, Republic, Connects with Boonton, Cheeser, and Sunser Hallwood, Albertown, Reading, Physics, and Sunser Hallwood, Reading, Physics, 100 p. M. HACKETTSTOWN EXPRESS,
For MORERSTOWN, at 7:15, 9:10, 11:20, 12:00 m., 2:30, 3:20, 4:10, 5:20, and 6:30 p. m. For 3.0 and 5.10 p. m. For SUMMIT and intermediate stations at 6.20, 7:15,7:45, 9:10, 10:10, For SUMMIT and intermediate stations at 6:20, 7:15,7:45, 9:10, 10:10, For ORANGE and SOUTH ORANGE, 6:20, 7:15, 9:10, 9:40, 10:10, and 11:20 a. m., 1:10, 2:30, 3:40, 4:20, 4:20, 5:30, 6:20, 6:20, 8:30, 8:30, 8:10, and 11:20 a. m., 1:10, 2:30, 3:40, 4:20, 4:20, 5:30, 6:20, 6:20, 6:20, 8:30, 8:10, and 11:20 a. m., 1:20, 2:30, 3:40, 4:20, 4:

and 11:29 a. m., 11:00, 2:20, 3:40, 4:29, 4:20, 5:30, 5:30, 6:30, 6:30, 31:30, 21:40, and 11:45 p. m.

For NEWARE, at 6:30, 7:15, 7:45, 8:40, 9:10, 8:40, \*10:10, 10:20, 11:20, 11:20, and 11:50 pm. \*1:10, 2:20, \*2:20, 3:20, 3:20, 3:40, 3:30, 4:10, 4:20, 4:50, 4:50, 5:10, 5:20, 5:20, 6:30, \*6:20, 6:40, \*5:30, 4:10, 8:15, and 11:45 pm. Trains marked \*stop at East Neward. Technology, Leave New-York for BLOOMPIELD and MONTLLAIR, at 6:30, 8:40 and 11:00 a.m. and 2:30, 3:35, 5:10, 6:29, and 4:0, m.

Passengers for LAKE HOPATCONG leave New-York at 7:15 a.m., 12:100 m. (Express), 3:20 and 4:10 pm., leaving the Railread at Royancomy Station and connecting with Recement "Stella." For BUDD'S LAKE 4:715 a.m., 12:100 m., 3:20 and 4:10 pm., leaving the Railread at Staningne, thence by Stage 25 and 4:10 pm., leaving the Hailread at Staningne, thence by Riseo 25 and 8:00 a.m. by m., leaving the Railread at Harkettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Harkettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Markettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Markettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Markettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Markettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Markettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Markettstown, thence by Stage 5 and 6:00 pm., leaving the Railread at Markettstown, thence by Stage 5 and 6:00 pm. for RCHUFELD SPRINGS at 8 a.m. SPRINGS at 0 a. m.

S. SCHOCH. Superintendent.

IRIE RAILWAY.—TRAINS Leave Depots

foot of Chambers-at, and foot of Cid-at, as follows:

Through Express Trains have Chambers-st, at 9 a. m., 11 a. m., 5:29

p. m., and \* p. m., daily. New and improved Brauding-Room Coaches accompany the 0 a. m. train through to floatials and thus, enabled Brain-connecting at Hornelizatile with magnificent Sleeping Coaches ranning through to Clereland and Chotchath. Sleeping Coaches accompany the 11 a. m. train from Savinehanna to Bullato, the 5:20 p. in, train from New-York to Suspension Bridge, and Cincinnati. An Emigrant Train leaves daily at 6:15 p. m.

Sew York to Supersion Bridge, and Cincinnati. An Emigrant trans-inflat, Saspension Bridge, and Cincinnati. An Emigrant trans-ially at 6:15 p. m. For Port Jervis and Way, 8:00 a. m. and 4:30 p. m. For Middletown and Way, at 4:130 a. m. and 3:30 p. m. and, flundays

For Middletown and Way, at "1300 a.m.,
Per Olderlie and Way, at "11300 a.m.,
Per Olderlie and Way, at "11300 a.m., 3:30 and 5:30 p.m.
For Newburgh and Way, at 0:40 a.m., 3:30 and 5:30 p.m.
For Newburgh and Way, at 0:40, 10 a.m., 12 m.; "1:40, 4, 5:15, 0:45, 0:15 p.m., and "12 midblight.
For Hackensney, Hillistate, and Spring Valley, at 8:30 a.m., and 12:45, 4:400, 5:00, 6:00, and 15:45 p.m.; and Wednesdays and Saturdays only, at 12 middight.
For Plemont, Nyack, Tellmans, and Way, at 9:30 a.m., 1:30, 13:30, 4:15, 14:30, 5:15, and 15:30 p.m.; and Wednesdays and Saturdays only.
4:15, 14:30, 5:15, and 15:30 p.m.; and Wednesdays and Saturdays only. 12 midnight. N. B.— Prains leaving Chambers at on even hours or half-hours, leaving the depot 15 minutes earlier than above time. Last best from 23d-st.

223-st. depot 15 minutes earlier than above time. Last boat from 254-st. B:15 p. m.

Tirkents for Passage and for Apartments in Drawing Room and Sleeping Conches can be obtained, and orders for the checking and transfer of Baggar may be left, at the Company's offices, 24, 529, and 367 Broadway; 255 Cambers-st.; 18 Greenwich-st.; cent 125thest, and 26 Account, Markon; A Courtest. Brooklyn; 104 Broadway, Williamshurgh: Pepods foot of Chambers-st. and of the Agents at the principal ketels.

\*\*Pally.\*\* For Formach and Note. 1: For Hackensuk.

L. D. RUCKER, Formach and Millichite only, W.M. R. BARR, Gen'l Sant. 1771.

\*\*Left St. Company of the Comp

SUMMER ARRANGEMENT, COMMENCING MAY 22, 1871,

Passenger Station in New-York, corner of Tweety-eventh-st. and Fourth-ave. Hotrance on Twenty-seventh-st.

Passenger Station in New-York, corner of Twenty-seventh-et, and Fourth-ave. Entrance on Twenty-seventh-et.

Por New-Haven and Endougent, 7, 8 (Ex.), 11.20 a. m., 12.15 (Ex.), 3 (Ex.), 5:45, 6:10, 5:10, and 3 (Ex.) p. m.

For Millston, Stratford, Pathelds, Southport, and Westport, 7, 11:30 a. m., 5:45, 4:20, and 5:10 p. m.

For Station, Norwalt, 7, 3 (Ex.), 9, 11:30 a. m., 12:15 (Ex.), 3 (Ex.), 3:45, 4:20 (Ex.), 5:20, 6:20 and 3 (Ex.) p. m.

For Denne, 7, 9, (Ev.), 9, 11:30 a. m., 12:15 (Ex.), 2:15, 3 (Ex.), 3:45, 4:30 (Ex.), 4:45, 2:30, 5:30, 5:30, 5:30, and 5:30 p. m.

For Stamberd, 7, 9 (Ev.), 9, 11:30 a. m., 12:15 (Ex.), 2:15, 3 (Ex.), 3:45, 4:30 (Ex.), 4:15, 2:30, 5:30, 5:30, 5:30, 5:30, and 5:30 p. m.

For Stamberd, 7, 9 (Ev.), 9, 11:30 a. m., 12:15 (Ex.), 2:15, 3 (Ex.), 3:45, 4:30 (Ex.), 4:15, 2:30, 5:30, 5:30, 5:30, 5:30, and 5:30 p. m.

For Greenwich and intermediate Station, 7, 9, 11:30 a. m., 2:15, 2:45, 4:45, 5:20, 6:20, 5:15, 3 (Ex.), 2:15, 3 (Ex.), 2:15, 3 (Ex.), 3:15, 3 (Ex.), 3:15,

Obdota Express, No. See Jonates, and have their banganes called for and checked by leaving suchable notion, can have their banganes called it of your residence to destination.

I EW-YORK CENTRAL AND HUDSON
RIVER PALLEGAR.—Trains leave Thirtiethest as follows:
8 a. m., Chicago and Montrees Express.
9 a. m., Associated Supress.
10:10 Section of Supress.
10

Torkers trains.
Sanday Way Trains—3:30 a. m. and 4 p. m., Yonkers Special.—9 s. m.,
Poughte-pice Special, maker no stops south of Yonkers.
12. H. KENDRICK, General Passenger Agent.
New-York, June 25, 1871.

NEW-JERSEY RAILROAD-FROM FOOT of NEW-JERSEY RAILROAD—FROM FOOT OF DESKROSSES-ST, and from foot of CORTLANDES ACCURANCE OF HOUR commencing May 20, 1871—For WEST PHILADRIPHIA, at 5:30 and 5:30 a. m., 17:30, 4:30, 5 a. 5:3, 7 a. 5:20 p. m. It might, for Philadelphia via Candon, 7a m., and 1 p. m., For BASTIMORE and WASHINGTON and THE WEST, via Basimore 2.50 a. m., 1279 and WASHINGTON and THE WEST, via Basimore 2.50 a. m., 1279 and 19:25 p. m. For THIS SOUTH AND SOUTH-WEST, 8:30 a. m., 19:25 p. m. Silver Philace cars are attached to the 9:20 p. m. usin daily, and runtonial to Lymphong without change. Silver Philace cars are resulted to the 9:20 a. m., and cun through from New York to Pritaburgh anticided to the 9:20 a. m., and cun through from New York to Pritaburgh and Chicago without change. Silver Paices are attached to the 9:00 a. m., and you through from New York to Pritaburgh and Chicago, without change. Silver Paice are attached to the 9:00 a. m., and you through from New York to Pritaburgh to Pritaburgh and Chicago, without change. The silver Paice are attached to the 9:00 a. m., and you through the principle of the principle of Cortinativella, and the Broadway. (a Dally) present, tool of Cortinativella, and the Broadway. (a Dally).

F. W. RANKIN ten. Pass. Ag.

SOUTH SIDE RAILROAD of LONG ISLAND. The only double track Railroad on Long Island,
SUMMER ARRANGEMENT
Commercing MONDAY, May 13, 1971, from Roosevelt and Grand st,
ferrors.

Commercing MONDAY, May us,

Error.

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1620 p. no. Express the Patchegue by stage 101 percentage of the Patchegue Accommodation, 2-20 p. m., Babyles Accommodation, 5-20 p. m., Babyles Accommodation, 6-25 p. m., Maryles Accommodation, 6-25 p. m., Maryles Accommodation, 7-25 p. m., 1640 and 10 a. m., and 150, 4-30 p. m. trains connected Valley Stream for Hempsteer and Rockaway. Superintendent Valley Stream for Hempsteer and Rockaway.

For further particulars see time table.